



Maritime Allowance Working Group

Allowance Products and Processes Working Group Report

**Presented by
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&
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22 Oct 03

Team Leads

- Chairs...
 - Joe Bruno, NAVICP 0563
 - Steve Case, NSLC 043
 - CDR Matt Ford, COMSUBLANT N411
 - CDR Barry Dowell, COMSURFLANT N412
 - CDR Rick Panko, COMAIRLANT N412

Agenda...

- Where we started
 - Mission Charter
- Where we are
 - Smart ACHF
 - OPN-8 Reengineering
 - Decision Based Support
 - LCAC Support
 - LHA Effectiveness
- Where we are going



Where we started

Mission/Charter

- Develop proposals for enhanced and efficient allowance products and processes, current and future.
- Team will consist of NAVSUP, NAVSEA, NAVICP, TYCOM and NSLC representatives
- Team will research and analyze problems and provide recommendations for resolution/enhancements

Where we are

- Current Initiatives/Projects
 - Smart ACHF
 - Re-engineered Maritime Allowance Development (ReMAD)
 - Allowance Reconciliation Tool (ART)
 - OPN-8 Re-engineering
 - Decision Based Support
 - Progressive ILS Readiness Review (PIR²)
 - Logistics Assessment Review (LAR)
 - LCAC Support
 - LHA Effectiveness



Smart Allowance Computation History File (ACHF)

- Implemented 14 Oct '03
- Identifies Authorized Allowances & Historical Audit Trail ...P/O ReMAD
 - Provides AQ by UIC/NIIN(s) or NIIN/UIC(s)
 - Identifies Source (e.g. ASI #, CILS TAT, etc.)
 - Mimics SNAP Last Application Deletion Based on CDMD-OA data link
 - WEB based...immediate response
- Future Enhancements
 - Expanded Query by APL and Weapon System
 - Allowance Reconciliation Tool (ART)
 - Facilitates Ship SRF to Smart ACHF Compare & Resolution

URL: www.remad.us/remad



OPN-8 Re-engineering

MAWG ACTION ITEMS

22Oct02-08 TYCOMs (CSL N411R lead) to ensure Fleet units are updating FIMARS in order to support allowance requisitioning processing ashore.

Status: Keep open, still an on-going issue.

4Mar03-07 Regarding SMART Allowance Computation History File (SMART-ACHF), ICP-M 0563 to:

Generate a POM-06 Issue Paper (if needed) that documents the delta between ship's authorized allowance (SMART ACHF) and ship's on-board allowance.

4Mar03-09 NAVICP-M 0563 continue to brief MAWG progress of the OPN-8 Re-engineering initiative.

OPN-8 Re-engineering Process Changes

- FIMARS – monthly ——— Requires TYCOM enforcement
 - No Full Update – No Allowance – No Requisition
- ASI allowances ———→ Requires CDMD-OA programming changes
 - “On Demand” trigger release
 - Complete Configuration (EQU) & APL (COS) Updates Continuously Provided
 - Modernization & Critical Maintenance
 - True Adds & Increases Only
- Ship’s Baseline ——— Requires development of business rules
 - FIMARS - in the interim
 - Smart ACHF
 - Allowance Reconciliation Tool (ART) under development
 - Cost...Potential Funding Requirement



OPN-8 Re-engineering Process Changes

- Improve/Enhance Data Validations
 - Front-end QA Processes
 - NIIN filter/QSCANR/ HIVAL /Terminal & Obsolete Rejects
- Budget / Asset check by Weapon System
 - Ledger Accounts
 - Use LRC/WSDC – Match Funding Line to WS & Platform
 - Alerts to PM
 - PPR generation



OPN-8 Re-engineering Projected Requisition File

- Load ORCAS with ASI Allowance Requires ORCAS programming change
 - Concurrent w/ ASI Release
- Match Incoming Requisition to Add/Increase File
 - Projected Outfitting Requisition
- Automatic Cancellation of Mismatches
 - Manual Review on an Exception Basis ...OR

OPN-8 Re-engineering Requisitions

- Requisition (AO) generation at NAVICP
 - Match Allowance Adds and Increases to FIMARS
 - Work file creates requisitions
- ASI / AO Release *Requires notification*
when req. file is played
 - To Ship's RAD *→ ship generated*
 - ORCAS is loaded *→*
 - w/NAVICP
- SNAP Modifications *generated requisitions → Requires change to R-Supply*
 - Record Allowance Adds/Increases & Stock Dues

OPN-8 Re-engineering

- Results of splinter discussion
 - FIMARS reporting.....every 30 days
 - NAVSUP guidance on periodicity and file content
 - Generate Projected Requisition File Based on Authorized Allowances
 - Alternative to NAVICP generated requisition
 - Baseline Reconciliation results dictated by priority systems
 - TYCOMs to provide Alternatives to MCMAR
- Outstanding Issues
 - Allowance frequency...monthly...quarterly...or on demand (TYCOM control)
 - POM 06/07 submission for Baseline reconciliations



Decision Based Support

MAWGW ACTION ITEMS

- 22Oct02-10** Regarding System Allowance Technique (SAT), SUP 4B2D2/NSLC N50 to identify requirements for ISEAs to support ACIP reviews. funding
Status: Agreed to keep this action item open and to address status at the next MAWGW.
- 22Oct02-12** NAVICP-M 0563 and NSLC N50 hold a separate meeting with designated Fleet/OPNAV reps to fully define SAT and obtain approval to proceed.
Status: SAT was addressed at the 4 March MAWGW meeting and it was agreed to keep this item open for further discussions.
- 4Mar03-08** Regarding proposed System Allowance Technique (SAT), ICP-M 0563 and NSLC N50:
- Need Fleet concurrence before implementation:
-- **Conduct SAT Prototype for DDG-51, CVN 68 & 3rd flight of 688 class (approx end of April 03).**
-- **Present results of prototype to MAWGW.**
-- Run process for all ships in all classes (approx 1 Aug 03).
-- Determine impact on site-COSAL Maintenance funding wedge.
-- Present results to MAWGW for final approval (end of Aug 03).
-- Develop BAM-06 Budget Submit by end of Sept.
- Consider SAT analysis as part of the proposed new Fleet MAWGW focus.
- 4Mar03-15** NAVICP-M 0563/NSLC N50/SPAWAR 04C and PHD to ensure ISEAs are involved in development of System Allowance Technique (SAT) and report progress at next MAWGW.

Decision Based Support

- Replaces System Allowance Technique (SAT)
 - Identified Systems for Re-Allowancing based on CASREP Supply Delay Time (SDT) due to Lack of Parts
 - Focused on re-allowancing without assessing system reliability or other ILS elements
 - Result of Expanded Prototype (reported in June '03)
 - No SDT nor CASREP Reductions in subsequent year
 - Indicated Re-Allowancing Can Not Overcome Technical Issues
 - Not the Panacea originally anticipated
 - Solution Lies in a More Comprehensive Response
 - System Logistics Reviews and Possible Re-provisioning
 - Validate System Reliability
 - Re-evaluate Maintenance Plan & Technical Coding



Decision Based Support

- Progressive ILS Readiness Review (PIR²) Application Identifies Poorly Performing Systems by Ship Class
 - Based on 14 Separate Maintenance & Supply Indicators
- Perform Logistics Assessment Review (LAR)
 - Address Reliability Issues First
 - Examine Potential “Get Well” Options Across All ILS Elements
 - Re-allowancing as Last Resort after Exhausting Other ILS Solutions
- If Parts are the Problem
 - Re-Allowance after Comprehensive Re-provisioning, Including Technical Review and Data Cleansing
 - Allowances “Locked In” via Non-Standard Allowance File (NSAF)
 - Requirements and Execution Identified at the System Level
 - Synchronizes Buy In and Buy Out
 - Execution Matches Refined Budget Requirement



Decision Based Support

- Status...
 - Met with TYCOMs to review process
 - Received approval to proceed
 - 4 LHA Systems Selected Via PEO Ships Concurrence
 - PIR² data generated for CVN 68 Class
 - Presented to PEO Carriers at recent Summit
 - Received overwhelming endorsement
 - PEO Carriers to make final selection in concert with AIRLANT/PAC for LAR
 - Next Step is to conduct LAR under the auspices of the Program Offices and ISEAs
 - Report Results/Status at next MAWG



LCAC Support

MAWNG ACTION ITEMS

4Mar03-13 Regarding LCAC Pack-up Kits (PUK), CNSP N41L will establish Working Group to:

- Determine funding shortfall of current requirements.
- Determine if warehouse & PUK capitalization is appropriate.
- Determine best methodology to support either via AVCAL or integrate within LHD/LHA COSALs.

LCAC Support

- CNSP Developed ConOps for USS Peleliu ESG
 - Deployed LCAC Allowances developed by ICP and ACU-5
 - Loaded to Peleliu's SRF as AT1
 - Assigned to generic X-RIC
 - Capitalized under NWCF
 - OPN Shortages \$689K
 - Material Sub-Custodied/Outfitted to USS Germantown
 - Parts Usage Reporting via Peleliu
 - Maintenance Reporting by LCAC Detachment via ACU-5
 - Maintenance JCN assigned by ACU provided to Peleliu
 - Applied to Parts Usage Reporting
 - Ties Parts Usage to Maintenance
 - End of Deployment LCAC Material moved aboard & maintained by Peleliu
 - CAP 06 Budget Requirement of \$ 14.7M submitted to fund expansion to 12 "PUKs"



LHA Effectiveness

MAWNG ACTION ITEMS

4Mar03-12 NSLC N50 will scrub LHA Gross Effectiveness Analysis data and continue to gather additional data with TYCOM assistance. Consider applying this methodology to other ship classes. Recommend assigning process under purview of CM Working Group Chair.



LHA Effectiveness Background

- Action started with LHA Effectiveness “Waterfall” charts
 - 17% of Demands were Not In Stock
 - 23% of Demands were for Items that were not Candidates
 - 18% of Demands were for Items that were Candidates but Did not Compute
- 4 June VTC Addressed Additional Issues
 - Concern with Maintenance Coding and Items Not Maintenance Significant



LHA Effectiveness

Addressing the Issues

- Items Not In Stock - TYCOM Review - TBD
- Non Candidate Items - 15 DEC 03
 - Results of Analysis and Issues Raised Indicate Sense in Combining Action with Decision Based Support (DBS) Initiative
 - DBS Analysis Identified 25 Systems as Candidates for Logistics Assessment Review
 - Phoncon with PEO-Ships selected 4 Systems to use as Prototypes
 - EIC T605000 Fueling Serv, XFR and Blending, AVI JP-5
 - EIC GV23000 Radar Weapon Assembly 5543003
 - EIC N89K000 AN/SLQ-32A(V)3 Countermeasure Set
 - EIC 1805000 Lockers, Damage Control

LHA Support

Addressing the Issues

- Non Candidate Items: 15 Dec 03 (continued)
 - Information Provided to SURFPAC for Concurrence
 - LARs to Be scheduled and Conducted Accordingly
- Non-Computing Candidates 15 Dec 03
 - NAVICP/NSLC Analysis of BRFs found no systemic problems
 - Initiated Analysis to Assess Impact of Ship Class Replacement Factors (SCRFs) on Allowance Effectiveness...Potential Solution
 - Reduce "J" not carried 3M demands/Increase in demand for Allowed items
 - Cost of Churn to be Addressed

Where we are going

- Continue Progress on Current Initiatives
- Additional Challenge to identify a new and innovative allowance model that removes parts from ships, increases effectiveness and costs pennies on the dollar...Knows what will break next... Lead: Matt Ford